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[a319]

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H. HAYNES,  
Manager  
Hongkong, 2nd August, 1912. [a157]

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Hongkong, 1st September, 1910. [a39]

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M. J. NATHAN,  
Manager.  
Kowloon, 12th September, 1912. [a536]

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All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VEAUX ROAD C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 14TH, 1912.

Very encouraging progress has been made in the past six months towards rehabilitating the subsidiary coinage of the Colony. In March last the Legislative Council passed an Ordinance prohibiting the importation and circulation of foreign copper and bronze coins, and the operation of the Ordinance has proved—as the Government predicted it would—a valuable object lesson when the subsidiary silver coinage comes to be dealt with. The Ordinance prohibiting the circulation of foreign copper coinage from the moment of its operation proved astonishingly effective. Encouraged by this fact, the Star Ferry Co., the Electric Tramway Co., and the Peak Tramway Co., a large part of whose revenue is in copper and small silver coins, have given warning that from the beginning of next week they will accept in payment of fares only Hongkong coins or Mexican dollars. During the past year or two the discount rates on Hongkong subsidiary silver have slightly declined. According to the current list Hongkong twenty-cent pieces are quoted at a discount of 5.80 per cent. as compared with 7.25 for Chinese twenty-cent pieces, but in the case of the ten-cent pieces the rate for the Hongkong coinage shows but very slight improvement upon that of Chinese coins. In the one case the quotation stands at 7.40 per cent. and in the other at 7.35. Six months ago when the Ordinance prohibiting the circulation of foreign copper coins came into force the discount on the copper coinage was something like 25 per

cent. Hongkong copper is now about on a par with subsidiary silver, thanks to legislation. Previous to the passing of the Foreign Copper Coin Ordinance the *laissez faire* policy of the Colonial Government was governed by the idea that for currency purposes Hongkong is an integral portion of China, and that it is no more possible to exclude Chinese subsidiary coins than it is to exclude dollars and establish a gold currency here. The Foreign Copper Coin Ordinance has indeed proved a valuable object lesson. To a very large extent Chinese copper coin has been excluded; and not only has the discount rate in six months fallen from about 25 per cent. to between 7 and 8 per cent. on Hongkong copper coins, but the Colonial legislation has had its influence in Canton, since this action on the part of the Hongkong Government caused the issue of Chinese copper coins from the Mint to be restricted, with the result that the discount on these coins has now dropped to about 12 per cent. For years the Hongkong Government, assisted by the British Minister in Peking, had sought in vain to induce the Canton authorities to restrict the output of subsidiary coins from the Mint in order to rehabilitate the coinage. A short experience has proved that Hongkong will do better by relying on its own efforts. The decision of the three important concerns named above to follow the practice which obtains at the Post Office and other Government revenue offices must result in making Chinese subsidiary silver unpopular in the Colony, and this must greatly assist the rehabilitation of Hongkong coins. Without prohibitory legislation such as we have in the case of copper coin we can scarcely anticipate, however, that this rehabilitation of subsidiary silver will be achieved as rapidly as in the case of the copper coinage; for the money-changers will be all the more eager to supply their unsuspecting customers with "small change" in Chinese coin because of the extra profit it will be possible for them to make on the transaction. But if the new regulation adopted by the principal passenger-carrying concerns has the result which may be confidently predicted for it, we do not suppose that the Government will be slow to extend to foreign subsidiary silver the prohibitory legislation now so successfully applied to foreign copper coins.

The Volunteers go into camp on Friday.

The German mail of the 16th October was delivered in London on the 12th November.

It is predicted that Mr. W. J. Bryan will be the next Governor-General of the Philippine Islands.

A contractor in Queen's Road East has informed the police that his partner collected \$5,000 and absconded.

The engagement is announced of Mr. A. R. Lowe, of the firm of Messrs. Lowe, Bingham, &amp; Matthews, to Miss Cecil Evans, of Shanghai.

A Chinese was knocked down by a tram car at Bay View on Tuesday. His injuries were attended to by the police, and he was able to walk home.

General Sir Ian Hamilton, Brigadier-General White, and Brigadier-General Ellison left the Colony yesterday by the P. & O. steamer *Nyanza* for Singapore.

Three men were remanded yesterday by Mr. Melbourne on a charge of harbouring five girls at Kowloon City. It was alleged that the girls were being held to ransom. A man who belonged to the same district as the girls was the complainant.

The new issue of Siamese stamps, bearing the likeness of the present King, has received the royal sanction, but will not be sold until the old issue is exhausted. Probably the two satang values will first be needed, and then the whole issue will gradually come into use as occasion demands.

Mr. W. B. Atwater, the American aviator who has been making some sensational flights in Japan lately with his biplane and Curtis hydro-aeroplane, has arrived in Shanghai with several machines and as soon as arrangements are complete will give exhibition flights in the vicinity of Shanghai.

An interesting story regarding the interruption of a Chinese marriage feast at Kowloon City was related before Mr. Irving at the Magistracy yesterday, when several Chinese were charged with committing an assault upon a lukong. It appeared that the lukong, in order to ascertain the full circumstances of a complaint which had been made, entered a house in which a marriage feast was being held. His intrusion was resented, and he was set upon by several of the younger men present. His Worship, after hearing the evidence, bound the defendants over to keep the peace.

At the Magistracy yesterday a Chinese was sentenced to six weeks' imprisonment, four hours' stocks, and 12 strokes with the birch for snatching a handbag containing a silver purse, the value of the articles being \$20, from Mrs. Bowen-Rowlands near Blake Pier. The thief was caught after a long chase by the sergeant on duty at the pier.

We are informed that the results of the Oxford Higher Local Examinations, held here in July last, are to hand, and three candidates have passed, namely, Mok Hing-cheong, and Henry Wihau, of the Diocesan Boys' School, and Cheung Kiu, of St. Joseph's College. This is the first time on record that any Hongkong students have passed this examination.

At the Magistracy yesterday Mr. Reader Harris made application for the re-hearing of a case in which a Chinese had been convicted of attempting to export opium and was fined. His Worship pointed out that the man had pleaded guilty, but Mr. Harris said that he had done so under a misapprehension. His Worship said he would give his decision to-day.

At the Magistracy yesterday a Chinese was charged before Mr. Melbourne with obtaining a sum of money by means of a forged power-of-attorney. Mr. Lewis appeared for the prosecution, and Mr. Russ, of Messrs. Goldring, Barlow & Morrell, appeared for Mr. Otto Kong Sing, who represented the defendant. Mr. Lewis asked for three afternoons next week to be fixed, as Counsel would appear on both sides. His Worship granted the application.

A boy named Souza appeared before Mr. Melbourne at the Magistracy charged with behaving in a disorderly manner on the Hongkong Cricket Club ground on Tuesday night. A European constable saw the boy hanging on to a gate, and when he told him to clear off the boy became impertinent. The constable took him to the Police Station. The defendant informed his Worship that the police slapped him and gave him no politeness. A fine of \$1 was imposed.

## THE GOLF CHAMPIONSHIP.

The final in the Golf Championship, between the Rev. Foster Pegg and Mr. Cummings, was played yesterday in the presence of many spectators. The Rev. Foster Pegg, whose putting was superb, won by 4 and 3.

## THE WRECK OF THE "LOOSOK."

Further particulars have reached the Colony by the steamer *Mausung* regarding the loss of the N.D.L. coasting steamer *Loosok*. The vessel was on a voyage from Saigon to Cebu, and when passing through North Balabac Strait at night struck the Valparaiso bank. Her engines were immediately put hard astern, and she came off the bank, but as she was making water rapidly she was headed for Cagayan Island. She was making water so fast, however, that the Captain resolved to beach her on soft coral on Bankawan Island in the Sula Sea, but in making for the spot the ship ran upon an uncharted rock. Her back was broken and she sank in about a hundred fathoms. There was no loss of life. The second officer with three men sailed to Sandakan, from which port assistance was sent, and the ship's crew, numbering about 50, were taken to Singapore, and are expected to arrive in Hongkong next week by the German mail steamer.

## MILITARY ARRIVALS.

The British transport *Rohilla* had on board the following military officers: His Lordship Bishop Taylor Smith (Chaplain General of the Forces), Major H. C. Hall, Captains I. B. F. Currie and E. A. Gainsford, and Lieutenants W. A. Moore, A. Veitch, H. P. Garwood, J. A. Pym, C. C. Taylor, R. H. A. Paine, W. J. Gilpin, E. D. Matthews, R. E. B. Brewster, all of the Royal Garrison Artillery. The Royal Engineer officers on board were: Majors C. W. Davy, S. T. Wenborn and W. C. Humphrey, Captain J. E. E. Craster, and Lieutenants E. M. F. Mombler and H. A. S. Presley. Other officers were: Lieutenants H. S. Monteith and T. C. R. Archer, of the Royal Army Medical Corps, Lieutenant F. E. Milner-Jones, of the Army Service Corps, and Captain P. L. Bourchier, Army Pay Department.

The non-commissioned officers and men of the new draft are R.G.A., 239; R.E., 70; Duke of Cornwall's Light Infantry, 200, together with a very considerable number of the Somersetshire Light Infantry.

The *Rohilla* does not leave until the 20th inst.

## "THE COOK."

LAST NIGHT'S MEMORABLE PERFORMANCE.

We believe it can quite truthfully be said that never before has so large an audience assembled in the Theatre Royal to witness a play, than that which gathered last night to witness the presentation for a third time within a month of "The Cook: An Idyll of the Peak," the excellent little musical play by Lieut. R. M. Crosse, R.G.A. Though two additional rows of seats had to be provided, quite a lot of money had to be turned away because the capacity of the Theatre could be stretched no further.

The Variety half of the entertainment was almost entirely different from that given on the two previous occasions. It opened with a selection by the Band entitled "Reminiscences of Mr. Austin," arranged by Mr. Moss, the Bandmaster, consisting of a number of popular choruses which have been a feature of the excellent entertainments arranged in the military theatre at the Peak during the sojourn here of the K.O.Y.L.T.s. This was followed by the acrobatic display by men of the regiment which has been a popular number in the previous entertainments. Lieut. Holland, R.N., came next, describing scenes of rescue: (1) in low life; (2) as told in the penny novelette; and (3) as related in grand opera. It was a very entertaining item which met with its due meed of applause. Mr. R. Sutherland, in coster costume, contributed the next item, a coster song—"Our Court Ball." The make-up was excellent and the eccentric gestures of the coster-monger in love were hit off very happily indeed. Mr. R. Miller gave an excellent clog dance and Mr. Frank Soutar, the Scotch comedian, amused the audience with a couple of Scotch songs—"The wedding of Sandy McNab" and "A Wee Deech-an-Doris." The latter song was particularly well given. A duet and dance by Mrs. Walker and Lieut. Holland, R.N., and a clever performance by the world-renowned Hungarian dancer, Sophia Kolesviki, and Michael Kolesviki brought a very enjoyable variety entertainment to a close.

The Musical play which followed after the interval was given by the original cast with no less success than on the previous occasions and the large audience, who were kept well amused throughout, were demonstrative in their applause on the fall of the curtain. As this is "absolutely the last performance" under the present management of the Palace Theatre, Mount Austin, we may take this opportunity of publicly expressing the gratitude of the public for the many enjoyable evenings they have afforded the community, and it will not appear invidious, we are sure, if we single out for special mention Captain F. J. G. Agg, under whose management these entertainments both at the Theatre Royal and the Palace Theatre have been produced.

## SHANGHAI AUTUMN RACE MEETING.

(From our own Correspondent.)

## THIRD DAY.

Yesterday's results were as follows:—

FLYWAY PLATE. (Seven furlongs).

Mr. Ellis Kadoorie's Durbar Chief (Mr. Hayes) 1

Mr. Glenday's Foreman (Mr. Burkill) 2

Mr. F. B. Marshall's Mango Tree (Mr. Crichton) 3

Time, 1m. 56.2/5 secs.

POU MA-TING CUP. One mile and a quarter.

Mr. Henry Morris's Battlefield (Mr. Moller) 1

Mr. McMarmol's Olympic (Mr. Burkill) 2

Mr. Fritz Breitung's Liebling (Mr. Lindsay) 3

Time, 2m. 56 secs.

COSMOPOLITAN CUP. One mile and a quarter.

Mr. Perry's Perchance (Mr. Laurence) 1

Mr. Slogger's Barford... (Mr. Burkill) 2

Mr. T. S. Forrest's Submarine (Mr. Johnstone) 3

Time, 3m.

GRAND STAND STAKES. One mile.

Mr. Fritz Breitung's Liebling (Mr. Lindsay) 1

Mr. R. Macgregor's The Tipster (Mr. Laurence) 2

Mr. Seth's Blackrock... (Mr. Burkill) 3

Time, 1m. 18.1/5 secs.

PARI-MUTUEL CUP. One mile and half.

Mr. Perry's Perchance... (Mr. Laurence) 1

Mr. S. B. M. Bremner's Chancellor (Mr. Bremner) 2

Mr. F. B. Marshall's Cherry Tree (Mr. Crichton) 3

Time, 3m. 20.4/5 secs.

THE MANCHU STAKES. One mile and a quarter.

Mr. Morris's Petersfield... (Mr. Moller) 1

Mr. John Peel's Queensberry (Mr. Johnstone) 2

Mr. Wastdale's War Cloud (Mr. Vida) 3

Time, 2m. 58.2/5 secs.

THE CONSOLATION CUP. One mile and a quarter.

Mr. Spero's Sandringham (Mr. Moller) 1

Mr. Neville's Head or Tail (Mr. H. Morris) 2

Mr. Fash's Mandolin... (Mr. Dalgleish) 3

Time, 2m. 51.3/5 secs.

THE CHAMPION SWEEPSTAKES. One mile and a quarter.

Mr. Paington's Marengo... (Mr. Rowe) 1

Mr. H. C. Gray's Burwood (Mr. Laurence) 2

Mr. Henry Morris's Battlefield (Mr. Hill) 3

Time, 2m. 48.1/5 secs.

THE JOCKEY CUP. Seven furlongs.

Mr. Hard's Vallhalla... (Mr. Fock) 1

Mr. O'Malley's Home Rule (Mr. Dunn) 2

Mr. Dick Turpin's Vainglory (Mr. Marshall) 3

Time, 1m. 56.3/5 secs.

## INTERPORT CRICKET

## MATCH.

## SHANGHAI DEFEATED BY AN INNINGS AND 36 RUNS.

Ideal conditions favoured the resumption of the match Hongkong v. Shanghai. In reply to the home team's score of 417 Shanghai had made 200 and 135 for 7 when stumps were drawn on Tuesday, Walker being undefeated with 40 to his credit and Tait with two.

Christian bowled to Tait at the start, and from his second ball Tait was sent back, caught by Sayer at second slip, without an addition to the score. Anderson, who filled the vacancy, pulled a rising ball from Christian to the leg boundary, and secured a couple of pretty 2's to leg, but in attempting to hit a slow one from Christian he skied it to Elborough at mid-off, who secured it, the ninth wicket falling at 177. Haynes, the incoming batsman, narrowly escaped being dismissed from the first ball he received from White, but just afterwards Walker was bowled all over his wicket by a beauty from Christian. Among the visiting skipper's hits were five 4's.

He had batted with admirable restraint and good judgment for about an hour. The second venture was brought to a close with the score at 181, Haynes being not out 2, less than 20 minutes sufficing to end the game yesterday. The home team thus won a very enjoyable match by an innings and 36 runs. Score:—

## SHANGHAI—SECOND INNINGS.

A. E. Lanning, c. Claxton, b. Bagnall	24
H. B. Ollerdesen, c. Dempsey, b. Christian	17
D. R. McEuen, st. Claxton, b. Dempsey	4
L. H. W. Crookwell, b. Bagnall	7
H. E. Muriel, b. White	7
V. H. Lanning, c. Sayer, b. White	45
J. A. Quayle, l.h.w., b. Christian	2
L. Walker, b. Christian	46
E. G. Sayer, b. Christian	2
R. N. Anderson, c. Elborough, b. Christian	8
W. J. Haynes, not out	2
Extras	17
Total	181

## BOWLING ANALYSIS.

	O.	M.	R.	W.
Dempsey	16	4	48	1
Christian	16.1	5	36	5
Bagnall	10	1	29	2
White	14	5	18	2
Hancock	4	0	15	0
Sayer	4	0	18	0

## INDIA AND SILVER.

We subjoin extracts taken from Messrs. Samuel Montagu & Co.'s circular of the 17th ult.:

The tone is fairly good, although prices have fluctuated rather widely. Cross currents from China have been responsible for these erratic movements, but it seems unlikely that much setback can take place just now, whilst so many counter influences are at work in that country. It will be noticed from the statistics inserted under the head of gold, in regard to the trade of India, that the imports of bar silver during 1911-12 (statistics which refer to the financial year closing at the end of March, 1912, and during which period the Government did not import silver) were £7,553,000, and the exports £4,423,000, making a net import of £3,130,000, compared with the imports in 1910-11 of £5,739,000 and in 1909-10 of £8,243,000.

This wide discrepancy between the figures for 1911-12 and the two preceding years is partially accounted for by a reduction in the visible stock of silver in Bombay from 18,000 to 6,200 bars, worth, say, £1,100,000. Taking this into account, the net imports amount to £4,639,000, £1,100,000 less than during 1910-11, whilst during 1910-11 they were £5,140,000 less than during 1909-10. An exact comparison is impossible as the proportion of the stock held in speculation at Bombay cannot be ascertained definitely. The returns for 1912-13 will not show a decrease in silver imports, for they will comprise those made for the purpose of coinage; though, even then, the probable increase in gold imports is likely to be far the larger of the two. It is to be noted that the return for 1911-12 shows an increase in the exports of silver of about £2,300,000, compared with each of the two preceding years. This is accounted for by the very large amounts of British dollars, as much as £3,398,000, coined in India during the last financial year, and exported to China.

The Indian Currency Report records an increase of 53 lakhs in the total of gold (in India and London), and a decrease in the total of silver (including silver in transit) of 85 lakhs, under coinage and in transit. It is to be noted that the gold held in the gold standard reserve, a decrease of 15 lakhs. The total of gold stands for the first time over 30 crores (compared with only 91 crores on October 9 last year), and this whilst the total of silver is at about its lowest ebb. All tends to show that gold is not adapted to the currency needs of the India people.

The stocks in Shanghai and Bombay are reported about the same as last week, and the Indian offtake remains at 35 bars a day.

## CHINESE TUBE RAILWAY.

In his report for the past year, the Commissioner of Maritime Customs at Hankow suggests that an electric railway under the Yangtse-Kiang would be more effective than the bridge which has been proposed. The cost of a double line tube railway would be only from £700,000 to £1,000,000, whereas the bridge has been estimated to cost £8,000,000, apart from the approaches and a large sum for maintenance. The railway would relieve the congestion at Hankow by enabling the waste hills and lands on the Wu-chang bank of the river to be employed for residential purposes.

## TELEGRAMS.

[THROUGH ROUTE BY AGENCY.]

## THE SPANISH PRIME MINISTER ASSASSINATED.

LONDON, November 13th.

Reuter's correspondent at Madrid telegraphs that Don Jose Canalejas, the Premier, has been assassinated.

LATER.

Don Canalejas was walking alone to reside at a Cabinet meeting and stopped at a bookseller's shop in the Puerta del Sol, when a young anarchist named Martin fired four times. The Premier fell dead, and the assailant turned the weapon upon himself and committed suicide.

The Premier's body was laid on a table in the hall of the Ministry.

King Alfonso immediately arrived and knelt in prayer at the side of the remains. The crowd gave him a great ovation as he reappeared later.

The Cabinet has appointed Senor Pardo to fill the office of Premier temporarily.

## THE HOME RULE BILL.

GOVERNMENT TO REPEAL SIR F. BARNET'S AMENDMENT.

LONDON, November 13th.

The House of Commons was crowded on Tuesday, and great excitement prevailed. Mr. Asquith received an ovation from the Liberals, and Mr. Bonar Law received an ovation from his supporters.

Mr. Asquith gave notice of his intention to move on Wednesday that Sir F. Barnet's amendment, which was introduced upon the report stage of the Home Rule Bill financial resolution, be rescinded. (Opposition laughter and Ministerial cheers.)

The motion would include provision for the re-arrangement of the guillotine resolution, so that after the rescinding amendment has been carried the discussion on the report stage of the financial resolutions would re-commence. Mr. Bonar Law asked if there would be opportunity for full discussion on this wonderful innovation.

Mr. Asquith—Certainly. I am most anxious for it.

Consequently the debate will possess the importance of a vote of confidence.

## THE DIVORCE COMMISSION.

A MINORITY REPORT.

LONDON, November 13th.

The majority report of the Divorce Commission is signed by nine members and the minority report by three, namely, the Archbishop of York, Sir William Anson, and Sir L. T. Dibdin, who agree as to the equality of the sexes, but vigorously oppose any extension of the grounds of divorce or anything tending to weaken the marriage tie, pointing out the danger of laxity as in the United States and France.

## THE MALAY DREADNOUGHT.

OFFER ACCEPTED.

LONDON, November 13th.

Reuter's correspondent at Singapore telegraphs that the Malay Federal Council has adopted a resolution offering the Imperial Government a Dreadnought at a cost of £2,250,000. All the native rulers spoke in favour of the resolution.

The Right Hon. L. Harcourt, Secretary of State for the Colonies, has cabled a reply that the Government accept the offer with deep gratitude.

## BRITISH NAVAL MOVEMENTS.

LONDON, November 13th.

A message from Malta states that the destroyer flotilla has been ordered Eastwards.

## THE RISE OF THE CHINESE.

EQUALITY WITH EUROPEANS IN NETHERLANDS INDIES.

LONDON, November 13th.

A message from The Hague says that on the debate on the Colonial estimates the Minister for the Colonies asserted the wish of the Government to respect the conviction of the Chinese that they are not inferior to Western races. Their desire was that they should not be treated as a race apart in the East Indies. It was proposed to put them on an equality with Europeans for the time being, and to create a council of experts on Chinese affairs, on which the Chinese residents might act as consultative members.



## INTIMATIONS

**OLARK & Co.**  
**SCIENTIFIC OPTICIANS**  
**BLDGS. CHATER RD.**  
**HONGKONG.**



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, special business matter The Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 88. Telephone No. 12.  
Telegraphic Address: Press.  
Codes: A.B.C. 5th Ed., Lieber's.

## NEW ADVERTISEMENTS

"GLEN" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
FROM ANTWERP, LONDON AND SINGAPORE.

**THE Steamship**  
"GLENESK"  
Captain E. E. Williams, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, 20th inst., at 10 a.m. All Claims must be presented within FIFTEEN DAYS of the arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**SHEWAN, TOMES & Co.,**  
Agents.  
Hongkong, 13th November, 1912. [1315]



## WANTED.

**OVERSEER** Required in the Public Works Department for a few months only from the 1st December. Candidates must have a good knowledge of English Writing and Repairs. For particulars apply to the Engineer in Charge of Water Works, to whom all applications with copies of testimonials should be addressed not later than the 20th inst.

**W. CHATHAM,**  
Director of Public Works.  
Public Works Office,  
Hongkong, 9th November, 1912. [1310]

## WANTED.

**IN** Large Mercantile Firm, **YOUNG** BRITISHER as OFFICE ASSISTANT, must have knowledge of shorthand and Typewriting. To the Right Man the prospects are exceptional and a good salary will be paid according to the suitability of the applicant. Address full particulars of qualifications experience and references to—

**ALPHA,**  
Care of "Daily Press" Office.  
Hongkong, 9th November, 1912. [1306]

## WANTED.

**A** CHINESE PARTNER (Cantonese preferred), with Ten Thousand Dollars Cash, for an Established Business. Good opportunity for an energetic, Young Man.

Apply in first instance to—

**R. A. S.,**  
Care of "Daily Press" Office.  
Hongkong, 12th October 1912. 1067

## WANTED.

**BY** MARRIED COUPLE to SHARE FURNISHED HOUSE on the Higher Levels.

Apply to—

**"F. E. D.,"**  
Care of "Daily Press" Office.  
Hongkong, 12th October 1912. 1067

**THE CHINA FIRE INSURANCE CO., LIMITED.**

## NOTICE.

**M. C. PEMBERTON** Resumes Charge of the Business of the Company from this Date.

By Order of the Board of Directors,  
**F. LIEB,**  
Chairman.  
Hongkong, 7th November, 1912. [1301]

**THE JAVA SEA AND FIRE INSURANCE CO.**

**THE** Underwritten, having been Appointed AGENTS, are prepared to ACCEPT RISKS at Current Rates.

**THE HOLLAND CHINA TRADING CO.**  
Hongkong, 6th November, 1912. [1293]

## TO BE LET OR SOLD.

**BUCKTON, 117, PLANTATION ROAD, PEAK.**  
**DENNYS & BOWLEY.**  
Hongkong, 28th October, 1912. [1262]

## LIGHTERAGE.

**THE HONGKONG AND KOWLOON WHARF AND GODOWN CO.**  
undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

## ENTERTAINMENT

## BIJOU

(FLOWER STREET).  
9.15 P.M.—TO-NIGHT'S—9.15 P.M.  
PROGRAMME.  
PICTURE—THE SISTERS STEELMAN, ACROBATS.  
Song—"There's a Girl Inside," MISS GLADYS PORTER.  
PICTURE—WIFFLES, THE TENOR.  
Song—"Don't wear your heart on your sleeve," MISS DELLIE CONNOR.  
PICTURE—AN ENTENTE CORDIALE (MAX LINDER).  
Song—"When there isn't a Girl about," MISS GLADYS PORTER.  
PICTURE—HER LADYSHIP'S DOG.  
Song—"On the Village Green," MISS DELLIE CONNOR.  
PICTURE—CHATEAUX OF TOURNAINE (Cinema-Colour Art).  
7.15 P.M.—PICTURES ONLY—7.15 P.M.  
Hongkong, 13th November, 1912. [1167]

## INTIMATIONS

**G. R.**  
CITY AND HILL DISTRICT WATER WORKS.  
As the Rainfall during the Current Year has been much below the average and as the Dry Season has set in earlier than usual, the City and Hill District are threatened with a serious Shortage of Water. The Co-operation of the Public in preventing the waste or extravagant use of Water and in exercising every possible economy in its use is invited.

**W. CHATHAM,**  
Water Authority.  
Public Works Office,  
Hongkong, 30th October, 1912. [1271]

**G. R.**  
CITY AND HILL DISTRICT WATER WORKS.

**IT** IS HEREBY NOTIFIED that, in consequence of the threatened Shortage of Water during the present Dry Season, the Services to Houses in the Rider Main District will be disconnected from the Mains as soon as Public Fountains, from which a Supply of Water can be obtained, have been erected in the Streets. The erection of Public Fountains is about to be proceeded with and the Services to Houses will be disconnected as the provision of such fountains proceeds.

**W. CHATHAM,**  
Water Authority.  
Public Works Office,  
Hongkong, 30th October, 1912. [1272]

**ZIANGEE RUBBER COMPANY, LTD.**  
**NOTICE** IS HEREBY GIVEN that the SECOND ANNUAL GENERAL MEETING OF SHAREHOLDERS in the above Company will be held on TUESDAY, 19th November, 1912, at No. 10, Canton Road, Shanghai, at 4 P.M., when the Directors' Report and Statement of Accounts for the year ended 30th June, 1912, will be presented. The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 19th November, 1912, both days inclusive.

By Order of the Directors,  
**J. A. WATTIE & Co., Ltd.,**  
Secretaries and General Managers. [1311]

## TRY

Some of our Specialties.

**CORNEO AND SMOKED OX TONGUES,**  
**CORNEO BEEF AND PORK,**  
**BROWN BROWN**  
**BEEF AND PORK SAUSAGES.**

**THE DAIRY FARM CO., LTD.**

**GENTLEMEN, WE HAVE SOMETHING TO SUIT YOU!**

**SILK,** Silk Lisle, Lisle Socks, Various Patterns.  
**Silk** Shirts, White and Colour Striped.  
**Silk** Pyjama Suits, White and Colour Striped.  
**Silk** Scarves and Ties to match Silk Socks.  
**Silk** Suspenders.  
**Silk** Handkerchiefs.  
**Dancing** Shoes and Gloves, etc.  
Call Early before we are sold out.

**HOOSAIN-ALI & Co.**  
Hongkong, 1st November, 1912. [50]

## LANE, CRAWFORD &amp; Co.

(TELEPHONE 97).

## EVENING DRESS

DRESS SUITS DINNER SUITS

FROM \$65.00

FROM \$55.00

WHITE DRESS WAISTCOATS

READY-MADE OR MADE TO ORDER.

## WINTER UNDERWEAR

GUARANTEED UNSHRINKABLE.

WHITE AND NATURAL ALL WOOL.

VESTS AND PANTS FROM \$2.00 Each Garment.

"VIYELLA" PYJAMAS AND SHIRTS.

JAEGER'S DRESSING GOWNS WAISTCOATS, ETC.

LANE, CRAWFORD & CO.

## TO LET

**TO LET.**  
OFFICE in ALEXANDRA BUILDINGS.  
Apply—  
**A. S. WATSON & Co., Ltd.**  
Hongkong, 16th October, 1912. [1222]

**TO LET.**  
OFFICES in KING'S BUILDING.  
Apply—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**  
Hongkong, 1st November, 1912. [121]

**TO LET.**  
LARGE ROOM or suite of Rooms, To Let, Dressing Room and Bathroom attached. Separate Kitchen if required. Unobstructed View of Harbour. Cheap Rentals.  
Apply—  
Care of "Daily Press" Office.  
Hongkong, 9th November, 1912. [1318]

**TO LET.**  
LARGE SUBSTANTIALLY BUILT GODOWN, situated on Water Front, East Point.  
For further particulars apply Property Office.  
**JARDINE, MATHESON & Co., Ltd.**  
Hongkong, 15th August, 1912. [995]

**TO LET.**  
**NO. 12, BEACONSFIELD ARCADE**  
First Floor.  
**NO. 13, BEACONSFIELD ARCADE**  
First Floor.  
"THE EYRIE," No. 13, THE PEAK, To Let, Furnished, from 1st November.  
68, PEAK, MOUNT KELLET, Partly Furnished, for 7 months, from 1st November. Cheap Rent.  
From 1st February, MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS. GLENTHORNE, Kimberley Road, Kowloon, Furnished from 1st February 1913, till 30th November, 1913. 10 Months. 6 Rooms, 3 Bedrooms, Large Hall. A Good Tennis Court and Kitchen and Flower Gardens.  
"MODREENAGH," THE PEAK, from 1st May, 1913, on long lease. Earlier occupation might be arranged. 5 Bedrooms.  
Alterations will be made to suit tenants if desired.  
LARGE ROOMS, Central Position, Cheap Rent.  
For Sale—"GLENSHIEL," 124 and 125, Barker Road, close to Tram Station.  
For Sale—"HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.  
Apply to—**LINSTEAD & JAVIS,**  
3rd Floor, Alexandra Buildings  
Hongkong, 9th November, 1912. [122]

**TO LET.**  
ON 2nd FLOOR, No. 2, PRINCE STREET.  
ONE-ROOMED OFFICE.  
Apply Property Office.  
**JARDINE, MATHESON & Co., Ltd.**  
Hongkong, 23rd May, 1912. [733]

## GRACA &amp; CO.

PRINCE ST. (Hongkong Hotel Building).  
Dealers in  
POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARETTES, SEEDS, PICTURE BOOKS, DOLLS, TOYS, &c., &c.  
Just Received:  
STAMP CATALOGUE FOR 1913, and  
CHRISTMAS CARDS WITH CHINESE PICTURES.  
[1152]

## INTIMATIONS

## BANKS

**NEDERLANDSCH-INDISCHE HANDELSBANK.**  
(NEDERLANDSE INDIA COMMERCIAL BANK).  
ESTABLISHED 1863.  
Authorized Capital FL 15,000,000 (£1,250,000)  
Paid up Capital FL 14,905,350 (£1,242,112)  
Reserve Fund FL 5,022,151.27 (£418,513)  
HEAD OFFICE: AMSTERDAM.  
HEAD AGENT: BATAVIA.  
LONDON BANKERS  
THE WILLIAMS DISCOUNT BANK.  
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—  
12 months 4 1/2 per annum.  
6 do. 5 1/2 do.  
3 do. 3 1/2 do.  
E. J. H. VAN DELDEN, Acting Manager,  
No. 8, Des Voeux Road Central,  
Hongkong, 7th August, 1912. [22]

**YOKOHAMA SPECIE BANK LIMITED.**  
AUTHORIZED CAPITAL.....Yen 48,000,000  
PAID-UP CAPITAL.....Yen 30,000,000  
RESERVE FUND.....Yen 17,850,000

HEAD OFFICE—YOKOHAMA.  
Branches and Agencies at  
Amoy-Hankow, Liao-Yang, Ryojun, Calcutta, Lyons, San Francisco, Bombay, London, Shanghai, Changchun, Lyons, Shanghai, Dairen (Dairen), Nagasaki, Tsingtau, Fushan (Mukden), Newchwang, Tientsin, Hankow, New York, Tokyo, Harbin, Osaka, Peking, Honolulu, Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS  
Deposits received for fixed periods at rates to be obtained on application.  
**TAKEO TAKAMICHI,**  
Manager,  
Hongkong, 13th November, 1912. [443]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000  
RESERVE FUND.....\$15,000,000  
SILVER.....\$17,000,000

RESERVE LIABILITY OF PROPERTIES \$15,000,000

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For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 1/2 per cent. per annum.  
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N. J. STARR,  
Chief Manager.  
Hongkong, 22nd August, 1912. [19]

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....\$15,000,000  
SUBSCRIBED.....\$1,125,000  
PAID UP.....\$625,000  
RESERVE FUND.....\$650,000

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**F. C. MACDONALD,**  
Manager,  
Hongkong, 7th September, 1912. [909]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.  
PAID UP CAPITAL.....\$1,200,000  
RESERVE FUND.....\$1,200,000  
RESERVE LIABILITY OF PROPERTIES.....\$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.  
**WM. DICKSON,**  
Manager,  
Hongkong, 12th April, 1912. [133]

## NOTICES TO CONSIGNEES

**NOTICE TO CONSIGNEES.**  
**THE P. & O. S. N. Co.'s Steamer**  
"ASSAYE,"  
Arrived Hongkong on 7th Nov. 1912.  
FROM BOMBAY, COLOMBO AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex s.s. "Mongolia."  
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.  
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.  
Goods not cleared within 8 days including date of arrival will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.  
**H. W. D. SHALLARD,**  
Acting Superintendent.  
Hongkong, 7th November, 1912. [1]

## EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

## NOTICE TO CONSIGNEES.

## THE Steamship

"CATHAY,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuable Goods, are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 a.m.

All Claims must reach us before the 23rd inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

**MELCHERS & Co.,**  
Agents.  
Hongkong, 9th November, 1912. [1312]

## FROM EUROPE.

## THE H.A.L. Steamship

"LIBERIA,"  
Captain Schröder, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 18th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:  
Ex s.s. "Göteborg" from Göteborg.  
**HAMBURG-AMERIKA LINE,**  
Hongkong Office.  
Hongkong, 12th November, 1912. [1314]

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JOHNSTONE'S**

"SQUARE BOTTLE"

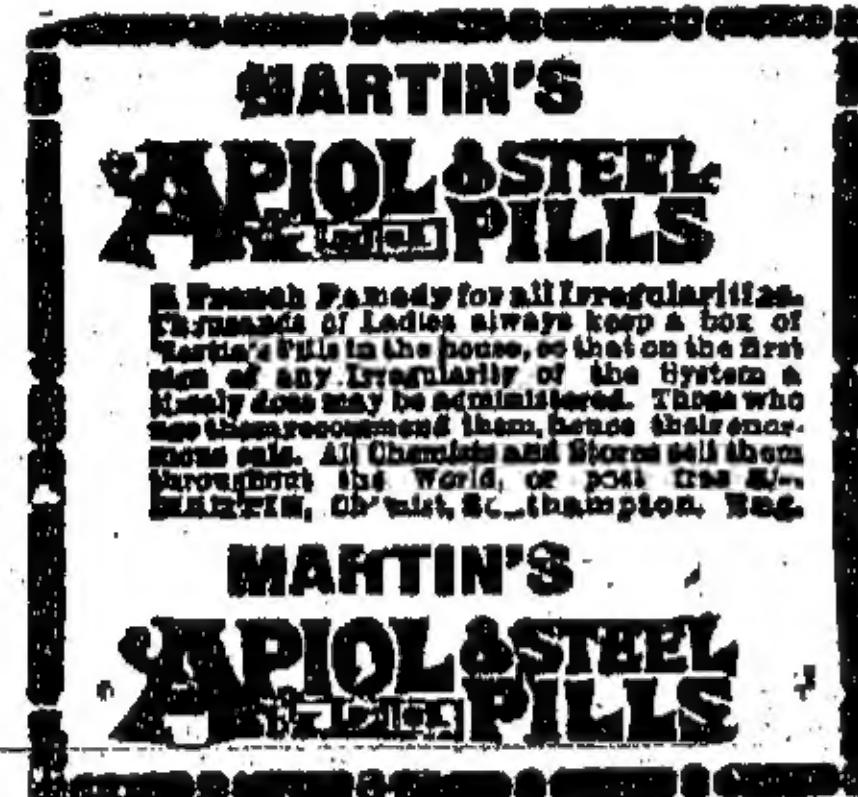
WHISKY.

UNVARIED FOR OVER  
150 YEARS.

THE SAME TO-DAY AS IN  
1745.

**BEWARE OF  
IMITATIONS.**

SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS.



**Warm Days**  
bring with their pleasures some  
discomforts. Then it is really  
refreshing to remove every  
trace of dust and perspiration  
by using

**Calver's  
Toilet Soap**

and any day it is a good soap to  
choose for ordinary toilet use. Pure  
and cleansing, pleasantly perfumed  
and antiseptic—for 10% crystal  
carbolic is incorporated with it—  
you will find it not only excellent  
for the skin and complexion, but  
also a protection against contagion.

Your local Chemist or Store  
sells it in three tablet boxes.

**F.C. CALVERT & Co., Manchester, Eng.**

**FOR  
NERVOUS EXHAUSTION**

LOSS  
OF  
MEMORY  
and  
DEBILITY  
and  
to  
feed the  
NERVES

**CHAPOTEAU'S  
PROSPHO-GLYCERATE OF LIME**

It increases vital energy, and nerve  
force, cures Neurasthenia, Dyspepsia,  
Insomnia, and nervous diseases in adults  
and children.

IN CAPSULES, IN WINE, AND IN SYRUP

**THE NEW FRENCH REMEDY, No. 2 N-3  
THERAPION** (Price 2/6 per bottle)  
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GOUT, GRAVEL, NEURALGIA, MIGRAINE, AND ALL  
RHEUMATIC AFFECTIONS. FOR FREE BOOKLET TO DR. L. CHAPOTEAU,  
10, RUE CAUDOT, PARIS. (See advertisement for THERAPION in this issue.)

"WITH DOG AND GUN IN THE  
NEW TERRITORY."

BEING the Series of Articles contributed  
to the "HONGKONG DAILY PRESS"  
Sportsman, reproduced in book form

PRICE ONE DOLLAR

Hongkong, 29th October, 1910

# CRICKET.

MR. CURWEN'S TEAM v. MR. MACKENZIE'S TEAM.

A match was played on the Kowloon Cricket Club on Monday between teams captained respectively by Mr. Curwen and Mr. Mackenzie. Scores were as follows:—

MR. CURWEN'S TEAM—FIRST INNINGS.				
A. R. F. Raven, b Scott	1			
Capt. Liddell, b Overy	6			
L. M. Whyte, c and b Hunter	24			
L. F. Townsend, c Jewell, b Mackenzie	84			
B. D. Evans, c Scott, b Overy	58			
W. T. Elson, c Mackenzie, b Overy	1			
H. E. Goldsmith, l.b.w., b Mackenzie	5			
W. Curwen, not out	8			
C. W. Jeffries, c Croucher, b Weaser	3			
Extras	13			

Total	201			
Bowling Analysis.				
Overy	18	3	64	3
Scott	9	2	19	1
Hunter	4	0	15	1
Mackenzie	9	1	37	1
Carle	2	1	9	0
Croucher	2	0	21	0
Weaser	3	0	11	1

MR. MACKENZIE'S TEAM—FIRST INNINGS.				
F. Jewell, b Evans	10			
Capt. Carle, l.b.w., b Raven	5			
N. Croucher, b Evans	0			
D. J. Mackenzie, c Evans, b Goldsmith	37			
H. Scott, c Whyte, b Curwen	8			
Major Hunter, c Elson, b Curwen	2			
W. L. Weaser, not out	19			
H. Overy, c Jeffries, b Goldsmith	0			
Donald, b Goldsmith	0			
E. J. Edwards, b Evans	0			
Extras	9			

Total	90			
Bowling Analysis.				
Evans	7.5	1	38	3
Raven	6	0	11	1
Goldsmith	4	0	13	3
Curwen	2.4	0	14	2

MR. CURWEN'S TEAM—SECOND INNINGS.				
C. W. Jeffries, b Scott	28			
W. Curwen, c Mackenzie, b Weaser	5			
W. T. Elson, c Liddell, b Scott	9			
B. D. Evans, c Jewell, b Scott	34			
L. F. Townsend, c Jewell, b Scott	0			
L. M. Whyte, not out	0			
Capt. Liddell, not out	5			
A. R. F. Raven, b Scott	5			
Extras	1			

Total	73			
Bowling Analysis.				
Weaser	6.2	0	42	1
Scott	6.1	1	24	5
Overy	1	0	5	0

MR. MACKENZIE'S TEAM—SECOND INNINGS.				
F. J. Edwards, c Townsend, b Jeffries	8			
H. Overy, c Raven, b Curwen	27			
W. L. Weaser, b Jeffries	0			
Major Hunter, not out	23			
H. Scott, c Goldie, b Curwen	0			
D. J. Mackenzie, not out	2			
Extras	3			

Total	63			
Bowling Analysis.				
Evans	4	0	16	0
Raven	2	1	13	0
Jeffries	3	0	12	2
Liddell	4	0	15	0
Curwen	4	0	4	2

## NEW GERMAN AMBASSADOR TO LONDON.

Prince Charles Max Lichnowsky, the new German Ambassador to London, is 52 years of age, and is the head of an old Silesian family with large estates at Kuchelna and Grätz. He is the son of the late Prince Karl Lichnowsky, who was a General of cavalry, by his marriage with Marie, Princess of Croÿ, who survives. He married in 1904 Mechthilde Countess Arco von Zinneberg, and has two sons and one daughter. Prince Lichnowsky entered the Diplomatic Service and was an Attaché at the Embassy in London about the year 1888. He was for some time Counsellor of Embassy in Vienna, and was afterwards employed in the Foreign Office, Berlin, but retired several years ago with the rank of Minister. He was made a "Wirkllicher Geheimrat" last year.

An hereditary member of the Upper House of the Prussian Diet, Prince Lichnowsky has played some part in domestic politics, adopting in general a moderate attitude and deprecating party legislation. In recent discussions he has resisted the supremacy of the "Blacks," and on the vital issue of the reform of the Prussian franchise insisted upon the need for co-operation of all the non-Socialist parties. He may be described as able and ambitious, and if his appointment causes surprise it will, perhaps, be chiefly because the newspapers have appointed him in vain to practically every important diplomatic post that has fallen vacant in recent years, and even to the Imperial Chancellorship. It is not a sensational appointment, but it is likely to be pretty favourably judged, and in making it the Emperor William has probably had the unanimous approval of his advisers.

Prince Lichnowsky has at one time and another written a great deal about Anglo-German relations, and those who are responsible for his appointment can hardly have failed to examine pretty closely an interesting and outspoken article on "Anglo-German Misunderstandings," which, in the form of a reply to an article by Mr. Balfour, he contributed to the July number of the *Nord und Süd*. He laid it down that Anglo-German antagonism could not be removed altogether without sacrifices on one side or a solution by force would not be in the interest of either Power, and that a *modus vivendi* can be found upon which to base a relationship of respect and confidence. He argued that a *rapprochement* could not be based upon intellectual sympathies or considerations of sentiment. He recognized the perfect right of England to uphold her own interests by the policy which suits her, but said that Germany has to reckon with England being now and in the future, "on the side of her opponents." With regard to the naval

**WM. POWELL,  
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TELEPHONE 345.

**GENTLEMEN'S OUTFITTERS.**

**LLAMA  
UNDERWEAR**  
IN THREE WEIGHTS.

**GUARANTEED UNSHRINKABLE**

**WHITE  
"VIYELLA" UNDERWEAR**  
WARMTH WITHOUT WEIGHT.

**SWEATERS. CLUB COLOURS.  
COAT SWEATERS.  
GOLF-HOSE.**

**Van  
Houten's  
Cocoa**

For Breakfast,  
Lunch and  
Supper.

Your table is incomplete without it.

Ask your grocer for a sample.

issue he maintained that the German Navy is necessary for German prestige, influence, and independence, but not for war. He argued that the competition between the two countries might benefit the whole world and save England from the dangers which come from great power and prosperity, and as the result of them, materialism.

## THE MANNING OF THE MERCHANT SERVICE.

SEAMEN AND DECK HANDS.

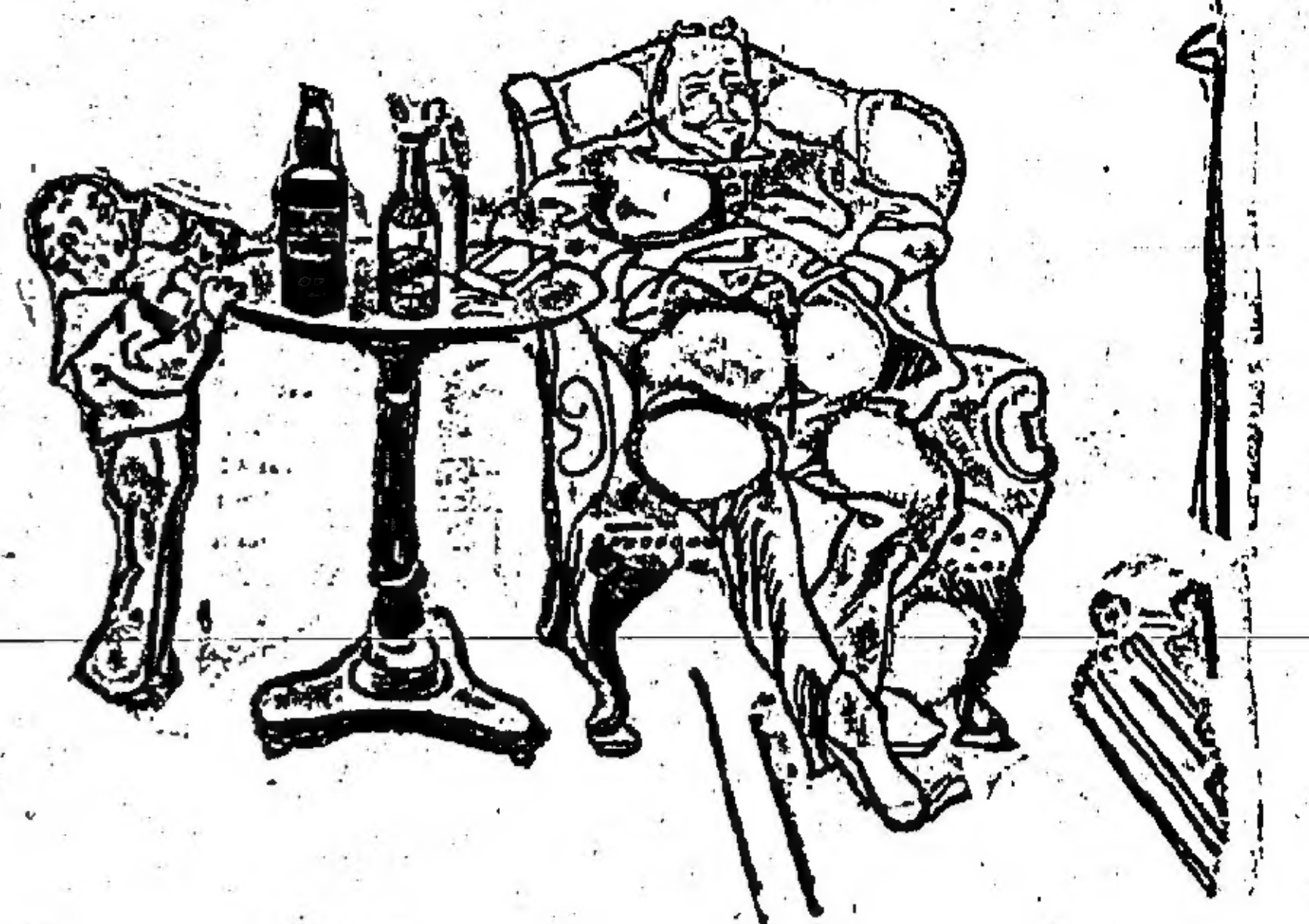
(FROM A CORRESPONDENT OF "THE TIMES.")

It is apparently so difficult as to be as good as impossible to interest the general public in the question of the manning of the merchant service. The public, though frequently blamed for its indifference, is perhaps not wholly in the wrong. A display of interest which is not according to knowledge could be little or no good, and it is by no means easy to find a trustworthy statement of the facts or an adequate interpretation of their meaning. A French diplomatist is credited with the jest that "The question of Macedonia is a macabre of questions." His formula applies to a good deal more than the chronic confusions of the Balkan Peninsula. We might properly adapt it to the "question" of the manning of British merchant ships, which is in fact a combination of several "questions"—the value of the merchant service as a source of supply for the navy, the decadence of British seamen in quality and the diminution of their numbers, the increased employment of foreigners and Lascars, the lack of training, the position of the officers and their grievances, and others which occur as the subject is examined more closely. The first of these parts of the whole question is the least important, though it is the one which appeals most effectively to public sentiment, and is therefore very commonly put in the front. There was a time when the navy drew, by the rough and ready method of impressment, on the merchant service for the skilled men to man its machinery. The standing and running rigging of the *Victory* were her machinery, though they were not made of the same material nor did they use the same force as the machinery of a Dreadnought. The man who could "mouse a stay, puddling an anchor, and pass a gammoning" was the skilled artificer of the sailing fleets, and he was sought for among those who had served their time as apprentices in the merchant ships, because the navy, which was cut down to the quick at the end of every war, could not train its men in peace. Their skill is not what the navy calls for to-day.

THE PASSING OF THE SAILORMAN.  
The quality and the numbers of our merchant seamen would continue to be of incalculable importance to the State if the warship never drew a man from the trading vessel. A country which lives by importing and exporting overseas must be

deeply concerned in obtaining the services of a sufficient number of competent seafaring men to direct and give a truly national character to the crews of its cargo-carrying ships from among its own people. If it is true that the number of British seamen is diminishing, that their quality is falling off, and that aliens are taking their place and excelling them in skill, then the loss would be great indeed. But it is by no means of means easy to give a satisfactory answer to any of these questions. What is the real significance of a fall in the number of hands employed as seamen? The use of steam machinery in place of the old wind machinery of standing and running rigging has made it possible to navigate the largest ships with fewer hands than would once have been required by comparatively small craft, and only part of them need be seamen. And machinery has not affected the merchant navy only by putting steamers in the place of sailing ships. There are now sailing vessels larger than the largest of the East-India Company's ships, which make as long voyages and make them both more speedily and on the whole with fewer disasters than the famous Indianmen, and yet do not carry a half or even a third as many men. Divided topsails, machinery for reefing sail from the deck, donkey engines for hauling what was once done by "pulling and hauling" have been nearly as inimical to the seaman as our fathers knew him, the sailorman bred to the sea, as the screw propeller itself. Fewer men can handle a vastly greater tonnage. The disappearance of the type is a misfortune to humanity, but if the conditions in which he lived are passing away the loss must be borne.

The real seaman received his training in years of real work, done in arduous circumstances and at a heavy cost of life, and what is his economic value in a world in which steam, or some electrical substitute for steam, is steadily replacing the machinery which made use of the wind? The seaman in the old sense is becoming "a deck hand." The older men among the merchant captains do not find the seaman as they knew him in their youth in their crews now, and they have to recognize that their younger officers have not gone through the training they themselves received. It is inevitable that this should be the case. The spread of the term "deck hand" is itself a sign of the passing of the seaman. A sailorman of the old type would have resented it as an insult. He was the man who went aloft, and who could be "trusted aloft in a storm, and in the dark." When there is no "aloft" what place is there for him? The fact must be faced that the prime seaman as the world knew him is going with the conditions in which he grew. The question is not whether we can preserve him in spite of the nature of things, but whether his virtues can be transmitted to the men of the new time who are replacing him, as he replaced the coasters and carmen of a more ancient world.



"I am thy Father's Spirit."—HAMLET.

BLACK AND WHITE WHISKY.

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No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.  
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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250 H.K. to 1,500 H.K.  
For interior or exterior lighting.

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G.M.B.H.  
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## FOREIGNERS AND LASCAR.

If it is true that foreigners are displacing natives in our ships, the conclusion must, of course, be that in that case we are ceasing to be a seafaring people. But is it true? The question is not at all so simple as most of those who assert that our own countrymen are being driven out of our ships must think. Nothing is easier than to show that about a fourth of our merchant ships' companies are foreigners—unless it be to draw the deduction that they have displaced British seamen. But that is precisely what it is necessary to prove. It is a curious fact that the Navigation Laws required all ships with a British register to be manned to the extent of three-fourths by "His Majesty's natural born subjects." They therefore contemplated the possibility that it might be necessary to employ foreigners to the extent to which they are now shipped. Whether they were so employed in peace time is another matter. Moreover, we lack the means to decide whether they were or not, since our ancestors disliked registration and the taking of a census. In war the manning clauses of the Navigation Acts were always suspended, and for a simple reason: The Admiralty wished to be free to sweep as many British seamen as possible into the fleet, and it was out of the question that the merchant ships should be left unmanned. As for the employment of Lascars, when it is remembered that the whole of our Eastern trade was conducted till the end of the reign of George III. by eighty or ninety vessels, and that the Company had sometimes as many as two thousand of these Asiatics in its boarding-houses in London, a very serious doubt must be felt whether they bear a higher proportion to the total number of men of all races employed under the British flag now than they did in former times. These are not academic questions nor mere historical curiosities. The insistence on the value of the merchant service to the navy, the seamanship of our sailors, the employment of foreigners and Lascars, serves to confuse the true issue. The real problem is different from any one of them. It is how we are to be sure that, when the men who work below deck in stokehold and engine-room are inevitably becoming more numerous than the "deck hands," we can provide that the old merits shall survive in the new forms. The whole body must be taken together—the deck hands and the men below.

## NERVOUS STRAIN IN BUSINESS.

HOW TO LESSEN AND OVERCOME IT.

No matter how regularly he lives or how much care he takes of his health, the busy business man sometimes finds his nerves are overstrained as the result of his work.

Under such circumstances, his friends constantly recommend a holiday, forgetting that the causes which produce this overstrain make it impossible for the busy man to get away.

Instead of advice which cannot be followed, it is infinitely better to suggest a remedy which is perfectly simple to carry out and absolutely efficacious in its result.

This is the daily use of Sanatogen, which doctors throughout the world unhesitatingly declare the most reinforcing and restorative preparation known to Science.

Well has a physician written, "Those who are compelled to work at high pressure, those who are harassed by anxieties or worried by failure, make such demands on their nervous energy that their ordinary routine of diet hardly compensates for the severity of the tax put upon themselves. They are in imminent risk of nerve degeneration. Sanatogen is, therefore, for them a veritable sheet-anchor."

In the English House of Commons large numbers of men have voluntarily testified to Sanatogen's value for this condition. From among such testimonials the following will be read with interest:—  
Sir Luke White, M.P., writes:—"My experience of Sanatogen confirms the medical opinion. There is no longer that feeling of fatigue which one previously experienced, but there follows from its use a distinct restorative effect."

Mr. Arthur Sherwell, M.P., writes:—"I have derived much benefit from the use of Sanatogen. I have found it of great value during a period of high pressure of work."

Sanatogen can be obtained of all Chemists.

[1770-520]

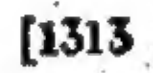


## REVIEWS

\* N.E. winds, moderate; fine.

**B**OUND VOLUMES of the **HONGKONG WEEKLY PRESS**, JANUARY to JUNE 1912. With INDEX. Price \$750.  
On Sale at the "HONGKONG DAILY PRESS,"  
Office,  
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which the enjoyment of other men is found



## VISITORS AT HOTELS

HONGKONG HOTEL

November 12th—Inverclyde, Mackaon  
Pisa.

**KING EDWARD HOTEL**

Mr T. Aoki	Miss Massey
Mr E. Aron	Mr & Mrs F. I.
Dr Pellissier	McHugh
Mr & Mrs Brindant	Capt G. D. Mills
children	Mr K. Miyatomi
Mrs Birns and child	Mr & Mrs J. H. I.
Miss E. B. Carpenter	Mody
Miss M. Cechrane	Major G. J. Morris
Lionel Corne	Mr J. Miyahara
Mr W. Donaldson	Mr W. Murray
Mrs Evans and child	Mr K. Nakashima
Mr E. E. Garard	Mr & Mrs E. W. Ohl
Mr Geo. Grimbale	Mr & Mrs Passmore
Mr & Mrs J. E.	Capt L. Ramsey
Hansen	Miss F. Saunders
Mr & Mrs F. E.	Mr & Mrs Schenk
McHugh	Dr Sibree
Mr R. M. Henderson	Mr H. S. Sparge
Mr H. Hunter	Mr A. G. Smith
Mr F. H. Hyde	Capt & Mrs Allan E.
Mrs Hyde	Stewart and child
Mr A. E. Keon	ren
Mr & Mrs Kemp	Comd. Basil Taylor
Mr & G. Lauritsen	Mr H. H. Taylor
Mr & Mrs Lemaire	Capt & Mrs Valentin
Mr C. N. Manhoff	and children
Mr G. H. May	Mr Walker

GRAND HOTEL

Mr C. Arlt	Mr McKee
Mr C. Becker	Mr G. D. Mills
Mr & Mrs L. Bowes	Mr & Mrs Madie
Mr G. Chalanger	Mr C. T. Moresall
Mr E. Christensen	Mr A. Morton
Mr J. Curtis	Mr A. T. Myall
Miss Betty Dooreaux	Mr P. Nitze
Miss Adelaide Dale	Mr Offer
Miss M. Easthagen	Mrs N. Ollis
Mr T. Eddingfield	Mr J. J. Pahle
Mr Elson	Mr S. Paul
Mr W. F. Gregory	Mr Joli. Petersen
Mr Peyton Griffin	Mrs E. Petersen
Mr M. Hamilton	Mr F. Pennell
Miss Ann Hansen	Mr L. Pierce
Mr F. Herley	Miss F. Poston
Mr & Mrs Hartman	Mr John Reynes
Mr W. J. Hood	Mr & Mrs Rudovinsky
Mr C. W. Hub ell	Mr A. Root
Mr Theo. Hubbell	Miss Dorothy Russell
Mr Th. Jacobsen	Mr L. Smith
Mr Loria	Mr F. H. Shaw
Mr A. Langentsia	Mr K. Stangard
Mr & Mrs de Loan	Mr Stewart Tait
Mrs N. de Loan	Mr E. Thompson
Mr J. J. Lynch	Mr E. Tonpaner
Mr & Mrs Matheson	Mr E. Valpole
Mr G. McNulty	Miss Lottie Vermaert

ROYAL GEORGE HOTEL, KOWLOON.

Capt R. de Altonaga	Mr Migniel Lopez
Mr W. Bain	Mr & Mrs Knight
Mr H. Biles	Mr H. C. Naylor
Mr C. Brown	Mr & Mrs R. Packham
Mr D. S. Edmunds	The Misses (2 Packham
Mr F. Eggers	Mr A. Pope
Mr R. Hampson	Mr Goodells Romero
Mr & Mrs Hatcher	Mr M. J. Rathven
and 2 children	Mr W. M. Smith
Mr David J. Lennox	Miss B. M. Watling
Mr & Mrs J. C. Logan	Mr H. Watling
Master Logan	Mr Dionisio Yphantis

**MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.**

T.B. 038, Lt. Com. Seymour, West River.

## LATEST STEAMER MOVEMENTS

The P.M. str. Nile arrived at San Francisco on the 11th November.

PASSENGERS

ARRIVED.  
Per *Haiching*, from Swatow, Dr. Greefield and Rev. J. Speickle.

Sizismund.

Per Nyanza, for London, Mr. and Mrs. S. R. Moore, Mr. G. Watt, Brig-Gener

PASSED THE CANAL

October 8th—Aleinous, Meinam, Schuy-  
kill, Telemachus, Estonia, Vladimir,  
11th—Ajar, Antiochus, Braemar, Glen-  
logan, Kaga Maru, Tekoa, Verger,  
Forsch, Osean Monard, 11th—Brugger,  
Dardanos, Glenesh, Liberia, Myrmidon,  
Prinz Ludwig, Sardinia, Annam, Tang  
Maru, Africa, Rheuss, 20th—Persia,  
Suevia, Theuss, Teddo, Deike Rickmers,  
Preussen. 22nd—Achilles, Benlarig,  
Caladonien, Inverclyde, Prinzess Alice,  
Scifdia, Stentor, Alicia, Tranguabara,  
Rohilla, Baron Erskine. 28th—Brazilia,  
Monmouthshire, Atreus, Pisa. 31st—  
Sardinia. November 1st—Antenor,  
Machuan, Sumatra, Sydney. 5th—Bel-  
gravia, Hencleugh, Ceylon, Brasagran,  
Mogun, Maclean, Mogune, 8th—Moloch,  
Itasca Maru, Patroclus, Pease, Pera,  
32th—Aki Maru, Caladonien, Dunbar,  
Korber, Namur, Palma, Polyphemus,  
Nambio, Africa, Tweer, Lovat, O. J. D.  
Ahlers.

## ARRIVALS AT HOME

November 12th—Inverclyde, Machaon  
Pisa.



**THE BANK LINE, Ltd.**

(ANDREW WEIR &amp; CO.)

REGULAR SERVICE FROM HONGKONG TO  
**VICTORIA VANCOUVER B.C.**  
**SEATTLE & TACOMA.**

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMERS	SAILING
"LORD CURZON" ...	On 20th Nov.
"OCELEBY" ...	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED.**  
Telephone No. 780, King's Building, Praya Central.

**ORIENTAL AFRICAN LINE.**  
**NEW LINE OF STEAMERS**

TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Beginning of January.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: 25th Nov. From COLOMBO: "TYMERIC" 5th Dec.

For Rates and Further Information, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

**CONFERENCE-WEIR LINE.**

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS, 142-43-44

**"THE BIG 4" of the**  
**PACIFIC MAIL S.S. CO.**

	COMFORT.	FROM HONGKONG calling at
<b>MONGOLIA</b> 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
<b>MANCHURIA</b> 27,000 tons, twin screws.		Kobe (via Inland Sea),
<b>KOREA</b> 18,000 tons, twin screws.	<b>SAFETY.</b>	YOKOHAMA and HONO-
<b>SIBERIA</b> 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.		Pacific) through Service via
ALSO: CHINA ... 10,200 tons.	<b>SPEED.</b>	NEW YORK to Europe.
PERSIA ... 9,000 tons.		

PASSENGERS HOLDING THROUGH TICKETS HAVE THE PRIVILEGE OF TRAVELLING BY TRAIN BETWEEN KOREA AND YOKOHAMA, FREE OF CHARGE.

**SOME FEATURES OF SERVICE.**

**Lights and Fans** Individual Electric Reading Light in each berth and Electric Fan in each Stateroom under passenger's control.

**Swimming Tank** Is installed on deck for salt water plunge. Bathing suits on board.

**Band** Filipino string Band Concerts each afternoon and evening and also during Tiffin and Dinner.

**Cuisine** The Cuisine is under the direct supervision of one of the World's most famous caterers.

**Games and Amusements** Deck Games, such as Quoits, Shuffle-board and all kind of gymnastic sports, are arranged during the voyage, as well as indoor Amusements, such as Musical Entertainment. Dances and Masquerade Balls on deck are also arranged to while away the time.

**Wireless and Submarine Signal Service** The most powerful Wireless Telegraph apparatus is installed on all Steamers. Submarine Signalling is also used as an additional measure of safety.

**Bilge Keels** Are fitted to the Ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.

**The Cost:** is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$43 to London (return ticket \$74) and to San Francisco \$25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

**Steamers.** Tons Starting

KOREA ... 18,000 ... TUESDAY, 19th Nov., at 1 p.m.

SIBERIA ... 18,000 ... TUESDAY, 3rd Dec., at 1 p.m.

CHINA ... 10,200 ... TUESDAY, 10th Dec., at 1 p.m.

MANCHURIA ... 27,000 ... TUESDAY, 17th Dec., at 1 p.m.

NILE ... 11,000 ... TUESDAY, 31st Dec., at 1 p.m.

MONGOLIA ... 27,000 ... TUESDAY, 7th Jan., at 1 p.m.

PERSIA ... 9,000 ... TUESDAY, 28th Jan., at 1 p.m.

KOREA ... 18,000 ... TUESDAY, 4th Feb., at 1 p.m.

INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier). Telephone No. 141.

**FRED J. HALTON, AGENT.**

Panama-Pacific International Exposition—San Francisco—1915

**HONGKONG. CANTON. MACAO &**  
**WEST RIVER STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**  
HONGKONG TO CANTON. CANTON TO HONGKONG.  
THURSDAY, 14th NOVEMBER, 1912.  
8 a.m. "FATSHAN."  
10 p.m. "HONAM."  
8 a.m. "HONAM."  
5 p.m. "HEUNGSHAN."

**HONGKONG-MACAO LINE.**  
S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.  
HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

**EXCURSION TO MACAO.**

SUNDAY, 17th NOVEMBER.  
The Company's Steamship  
"SUI AN"  
Will depart from the WING LOK STREET, WHARF at 9 a.m. and return from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**

S.S. "HOL-SANG," 457 tons.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

**CANTON-WUHOW LINE.**

S.S. "SAINAM," 538 tons, and S.S. "NANNING," 559 tons.  
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mansions (First Floor), opposite the Blake Pier. 143

**SWEDISH EAST ASIATIC**  
**CO., LTD.**  
**GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
DEPARTURE STEAMERS TONS DATE OF SAILING.  
SHANGHAI, YOKOHAMA, "CEYLON" ... 9,000 ... On 19th Nov.  
Kobe and MOJI ... "CANTON" ... 6,500 ... About 6th Dec.  
For Freight and Further Particulars, apply to  
Telephone No. 171.  
**ARTHUR NILSSON & CO.,**  
YORK BUILDINGS, TOP FLOOR.

**SAN FRANCISCO**  
**TOYO KISEN KAISHA**

TRANS-PACIFIC

**WESTERN PACIFIC**

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

**TOYO KISEN KAISHA.**

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.  
S.S. CHIYO MARU ... 21,000 tons.  
S.S. SHINYO MARU ... 21,000 tons.

AND S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC—DENVER AND**  
**RIO GRANDE.**

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.  
Through Tourist's Sleepers.  
Dining Cars—Observation Cars.  
Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.  
Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 425.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

**AUSTRIAN**  
**LLOYD.**

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE.  
Via Singapore, Penang, Colombo, Aden, Suez and Port Said.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th Nov., at 5 p.m.  
S.S. "AFRICA," 8,840 tons, will leave as above on 19th Dec., at 5 p.m.  
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £35 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON &amp; BERLIN TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 6th Dec., at 8 p.m.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th January, at 8 p.m.  
Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.  
No surtax, no tips no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, Fiume and Venice, via Singapore, Penang, Colombo, Calcutta, Aden, Suez and Port Said.

S.S. "NIPPON," 13,950 tons, will leave as above on 3rd Dec.  
S.S. "AFRICA," 8,840 tons, will leave as above on 19th Dec., at 5 p.m.

For Trieste, Fiume & Venice via Singapore, Penang, Colombo, Bombay, Karachi, etc.  
S.S. "PERSIA," 12,500 tons, will leave as above on 31st December.

TO YOKOHAMA, KOBÉ via SHANGHAI.  
S.S. "PERSIA," 12,500 tons, will leave as above on 30th Nov.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above on 30th Dec.  
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.  
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

**SANDER, WIELER & Co., Agents.**  
Hongkong, 6th November, 1912. Prince's Building.

**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	Cross ...	Manila, Mangarin, Holo and Cebu	On 18th Nov., 4 p.m.
RUBI ...	4000	J. Miller ...	Manila, Mangarin, Holo and Cebu	On 27th Nov., 4 p.m.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co., General Managers,  
Hongkong, 9th November, 1912. PHILIPPINES S.S. Co. 113

**NORDDEUTSCHER LLOYD. BREMEN**  
**IMPERIAL GERMAN MAIL**  
**LINES.**

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	"YORCK," Capt. H. REHM.	17,000	{Wedday, 27th Nov., at 10 a.m.
SHANGHAI, TSINGTAU, KOBÉ and YOKOHAMA ...	"PRINCESS ALICE," Capt. L. FRANK.	20,300	{About Friday, 15th Nov.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE...	"PRINZ SIGISMUND," Capt. D. LENZ.	6,000	{Saturday, 30th Nov., at 9 a.m.
KOBÉ and YOKOHAMA ...	"PRINZ WALDEMAR," Capt. H. BREMER.	6,100	{About Tuesday, 10th Dec.
KUDAT and SANDAKAN ...	"BOERNEO," Capt. F. SEMBIL.	5,000	{Middle of Dec.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,

MELOCHERS &amp; Co.,

General Agents HONGKONG and CHINA. 5

**PASSENGER SEASON 1913.**

**NORDDEUTSCHER LLOYD. BREMEN.**  
TO EUROPE BY THE  
**MAGNIFICENT FAST LINERS.**

STEAMSHIP	DISPLACEMENT.	DATE OF SAILING.
"GOEBEN" ... Capt. G. LINDEMANN.	17,300 tons	ON FEBRUARY 4TH.
"BREMEN" ... Capt. B. WILHELM.	21,000 "	ON FEBRUARY 19TH.
"DERFFLINGER" ... Capt. F. PROESCH.	17,250 "	ON MARCH 4TH.
"PRINZ BITEL FRIEDRICH" ... Capt. E. MALCHOW.	16,000 "	ON MARCH 19TH.
"YORCK" ... Capt. H. REHM.	17,000 "	ON APRIL 1ST.
"PRINCESS ALICE" ... Capt. P. GROSCHE.	20,300 "	ON APRIL 16TH.
"LUETZOW" ... Capt. J. BORTFELDT.	17,300 "	ON APRIL 29TH.

\* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with—Wireless—Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELOCHERS &amp; Co., GENERAL AGENTS.

Hongkong, 21st September, 1912. 1112

**BRITISH INDIA S. N. CO., LTD.**  
**A P C A R LINE.**

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

**WESTWARD.**

S.S. "ARRATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched for SINGAPORE, PENANG, BANGKOK and CALCUTTA on 14th Nov., at 1 p.m.  
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON &amp; CO., LTD.

Hongkong, 13th November, 1912. AGENTS. 1892

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	" " NEW TERRITORY ... 0/70
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PRINTING WORKS

turn the Best Printing at Reasonable Price

**ON SALE.**

**HONGKONG HANSARD REPORTS**  
of the MEETINGS of the  
LEGISLATIVE COUNCIL for the  
Session 1911.  
Revised by THE MEMBERS.

PRICE ... \$5.

DAILY PRESS OFFICE,  
Hongkong, 6th March, 1911.



## SHIPPING

## ARRIVALS.

DAIJI MARU, Japanese str., 843, Y. Somokawa, 13th November—Tamsui 10th November, General—Osaka Shosen Kaisha.

GLANESK, British str., 2,837, E. E. Williams, 13th November—London 30th Sept., General—Shewan, Tomes & Co.

HAICHING, British str., 1,207, W. C. Pasmore, 13th November—Swatow 12th November, General—Douglas, Lapraik & Co.

KIRIN MARU, Japanese str., 3,801, M. Deguchi, 13th November—Singapore 6th November, General—Nippon Yusen Kaisha.

LAWADA, British str., 2,124, H. F. Owen, 12th November—Singapore 1st November, General—Jardine, Matheson & Co.

MATHILDE, German str., 831, G. Schlackier, 13th November—Hohow 11th November, Rice and General—Jensen & Co.

THOR, Norwegian str., 2,889, C. Cornelius, 12th November—Tacoma, U.S.A., Flour—Bank Line, Ltd.

YANSHING, British str., 2,283, R. V. Anderson, 13th November—Singapore 6th November, General—Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, November 13th.

PERKHA MARU, Japanese str., for Moji-Singapore, British str., for Haiphong.

SEINDAL, Norwegian str., for Hohow.

KIRIN MARU, Japanese str., for Milke-Libria, German str., for Shanghai.

MICHAEL JENSEN, Ger. str., for Mauritius.

SIGNAL, German str., for Swatow.

THORUS, British str., for Palembang.

## DEPARTURES.

November 13th.

CAPI, Italian str., for Bombay.

C. DIDERICHSEN, Ger. str., for H'phong.

DRIPAL, Norwegian str., for Bangkok.

GLENSK, British str., for Yokohama.

HAIMUN, British str., for Swatow.

HONGKONG, French str., for Haiphong.

KWELIN, British str., for Shanghai.

KUMCHOW, British str., for Saigon.

MACHUW, British str., for Bangkok.

NYANZA, British str., for London.

OSANG, British str., for Chingwantao.

P. E. FRIEDRICH, Ger. str., for Spore.

RAJAH, German str., for Canton.

SENGAMBA, German str., for Hamburg.

SOSIE MARU, Japanese str., for Anping.

TAMON MARU, Japanese str., for Karatsu.

TELMACHUS, British str., for Saigon.

## VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Siberia* will sail for Hongkong via Manila from Yokohama on the 13th November, between noon and 2 p.m. Her mails have been transferred to the str. *Nikko Maru*.

The P.M. str. *China* left San Francisco, for Hongkong via Honolulu, the Japan ports and Shanghai on the 2nd November.

The T.K.K. str. *Shingo Maru*, with U.S. mails, and is expected to arrive at this port on the 15th November, between 2 and 4 p.m.

The P.M. str. *Manchuria*, with the American mail, left San Francisco on the 9th November, for Hongkong via Honolulu, the Japan ports and Shanghai.

THE AUSTRALIAN MAIL.

The E. & A. str. *Empire*, from Sydney, etc., left Port Darwin on the 11th November for Hongkong via Melbourne and this port.

The N.Y.K. str. *Kumano Maru* (Australia Line) left Sydney for this port via ports on the 30th October, and is expected here on the 18th November.

THE CANADIAN MAIL.

The C.P.R. str. *Monteagle* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 7th November, a.m.

THE GERMAN MAIL.

The I.G.M. str. *Princess Alice*, carrying the German mails with dates from Berlin of the 16th October, left Singapore on the 10th November, at 10 a.m., and may be expected here on or about the 15th November, p.m.

MERCHANT STEAMERS.

The P. & O. str. *Stetia* left Singapore for this port on the 10th November, at 5:30 p.m., and is due here on the 15th November, at about 2 a.m.

The H.A.L. str. *Alma* left Singapore on the 12th November, a.m., and may be expected here on or about the 18th November, a.m.

The N.Y.K. str. *Nakano Maru* (Bombay Line) left Bombay for this port via ports on the 1st November, and is expected here on the 15th November.

The Swedish East Asiatic Co.'s str. *Ceylon* left Suez on the 24th October, and is expected to arrive here on or about the 18th November.

The R.V.F. str. *Ekatrinoslav* left Colombo on the 11th November, and is expected to arrive in Hongkong on the 25th November, leaving most likely on the same day for Nagasaki and Vladivostok.

The Danish str. *Indien* is expected here on or about the 28th November.

The "Barber-Line" str. *Wray Castle* sailed from New York on the 18th August for Hongkong via the Straits.

The Bank Line str. *Polaris* sailed from New York on the American and Oriental Line service for Far Eastern ports via Suez Canal on the 5th October.

The "Mogul Line" str. *Locat* left United Kingdom on the 26th October, for the Far East via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

*Namsang*, from Singapore, is due in Hongkong 16th November.

*Fooksang*, from Moji, is due in Hongkong 16th November.

*Chipsing*, from Tientsin, is due in Hongkong 14th November.

*Hangang*, from Shanghai, is due in Hongkong 14th November.

*Lansang*, from Moji, is due in Hongkong 18th November.

SHIRE LINE, LIMITED.

*Monmouthshire*, from London, is due in Hongkong 30th November.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS.			
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.
LONDON, VIA UREAL PORTS OF CALL	ASSAYE	Brit. str.	—
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—
LONDON & ANTWERP VIA SINGAPORE, &c.	NOB	Ger. str.	—
BREMEN, HAMBURG & ANTWERP, &c.	SETHONIA	Ger. str.	—
BREMEN & HAMBURG	SCANDIA	Ger. str.	—
HAYRE, BREMEN & HAMBURG, &c.	BAYERN	Ger. str.	—
HAYRE, BREMEN & HAMBURG, &c.	LIBERIA	Ger. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LYO MARU	Jap. str.	—
MARSEILLES & HAMBURG, &c.	REGOVIA	Ger. str.	—
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INABA MARU	Jap. str.	—
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	LORD CURZON	Brit. str.	—
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	CHICAGO MARU	Jap. str.	—
NAPLES, GENOA, ALOIERS, GIBRALTAR, SOUTHAMPTON	CANADA MARU	Jap. str.	—
TRIESTE, POME, VENICE VIA SINGAPORE, &c.	YORCK	Ger. str.	—
NEW YORK VIA SUEZ CANAL	BOHEMIA	Aus. str.	—
BOSTON & NEW YORK VIA SUEZ CANAL	NIPPON	Aus. str.	—
BALTIMORE & NEW YORK	SANBORN HALL	Brit. str.	—
VANCOUVER VIA SHANGHAI, JAPAN, &c.	ERROLL	Am. str.	—
VANCOUVER VIA SHANGHAI & JAPAN, &c.	CITY OF BARODA	Brit. str.	—
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONTEAGLE	Brit. str.	—
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KORNA	Am. str.	—
AUSTRALIAN PORTS VIA MANILA	SHINTO MARU	Jap. str.	—
AUSTRALIAN PORTS VIA MANILA	SIBERIA	Am. str.	—
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	—
AUSTRALIAN PORTS VIA MANILA	PRINCE GEORGE	Ger. str.	—
AUSTRALIAN PORTS VIA MANILA	ENFIRE	Brit. str.	—
CAPEPORTS VIA MAURITIUS	DUNERIK	Brit. str.	—
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	HONGKONG MARU	Jap. str.	—
YOKOHAMA & KOBE VIA SHANGHAI	PERISA	Aus. str.	—
YOKOHAMA & KOBE	LAWADA	Brit. str.	—
YOKOHAMA & MOJI	YATSHING	Brit. str.	—
YOKOHAMA & MOJI	KAMO MARU	Jap. str.	—
YOKOHAMA & MOJI	PRINCE WALDEMAR	Ger. str.	—
YOKOHAMA & MOJI	KITANO MARU	Jap. str.	—
YOKOHAMA & MOJI	CHIPSING	Brit. str.	—
YOKOHAMA & MOJI	HUICHOW	Brit. str.	—
YOKOHAMA & MOJI	KWONGSANG	Brit. str.	—
YOKOHAMA & MOJI	CHENAN	Brit. str.	—
YOKOHAMA & MOJI	PRINCESS ALICE	Ger. str.	—
YOKOHAMA & MOJI	LINAN	Brit. str.	—
YOKOHAMA & MOJI	SICILIA	Brit. str.	—
YOKOHAMA & MOJI	NAMSANG	Brit. str.	—
YOKOHAMA & MOJI	ERNEST SIMONS	Frean. str.	—
YOKOHAMA & MOJI	ALBIA	Ger. str.	—
YOKOHAMA & MOJI	CEYLON	Swed. str.	—
YOKOHAMA & MOJI	WAKARA MARU	Jap. str.	—
YOKOHAMA & MOJI	DEVARHA	Brit. str.	—
YOKOHAMA & MOJI	COLOMBO MARU	Brit. str.	—
YOKOHAMA & MOJI	MONMOUTHSHIRE	Aus. str.	—
YOKOHAMA & MOJI	CANTON	Swed. str.	—
YOKOHAMA & MOJI	TIPODAS	Dut. str.	—
YOKOHAMA & MOJI	KAMO MARU	Jap. str.	—
YOKOHAMA & MOJI	DAIGI MURU	Jap. str.	—
YOKOHAMA & MOJI	HAICHING	Brit. str.	—
YOKOHAMA & MOJI	HAIMON	Brit. str.	—
YOKOHAMA & MOJI	HAITAN	Brit. str.	—
YOKOHAMA & MOJI	HAITANG	Brit. str.	—
YOKOHAMA & MOJI	LOONGSANG	Brit. str.	—
YOKOHAMA & MOJI	ZAFIRO	Am. str.	—
YOKOHAMA & MOJI	KAIPOING	Brit. str.	—
YOKOHAMA & MOJI	YUENSANG	Brit. str.	—
YOKOHAMA & MOJI	RUBI	Am. str.	—
YOKOHAMA & MOJI	TIVAROM	Dut. str.	—
YOKOHAMA & MOJI	SANUKI MARU	Jap. str.	—
YOKOHAMA & MOJI	ARRATON APGAR	Brit. str.	—
YOKOHAMA & MOJI	CHUNGANG	Jap. str.	—
YOKOHAMA & MOJI	YOKA MARU	Jap. str.	—
YOKOHAMA & MOJI	FOONGSANG	Brit. str.	—
YOKOHAMA & MOJI	BOBRO	Ger. str.	—
YOKOHAMA & MOJI	MAUSANG	Brit. str.	—
YOKOHAMA & MOJI	SYNGAN	Brit. str.	—
YOKOHAMA & MOJI	SE-KIANG	Frean. str.	—

## INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI VIA SWATOW "KWONGSANG" Thursday, 14th Nov. Noon.

FOR SHANGHAI VIA SWATOW "YATSHING" Saturday, 16th Nov. Noon.

FOR SHANGHAI VIA SWATOW "CHUNSHANG" Saturday, 16th Nov. 2 P.M.

FOR SHANGHAI VIA SWATOW "LOONGSANG" Monday, 18th Nov. Noon.

FOR SHANGHAI VIA SWATOW "CHIPSING" Monday, 18th Nov. Noon.

FOR SHANGHAI VIA SWATOW "NAMSANG" Monday, 18th Nov. 4 P.M.

FOR SHANGHAI VIA SWATOW "MAUSANG" Monday, 18th Nov. 4 P.M.

FOR SHANGHAI VIA SWATOW "FOOKSANG" Saturday, 23rd Nov. Noon.

FOR SHANGHAI VIA SWATOW "YUENSANG" Saturday, 23rd Nov. 2 P.M.

## RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze, Ports, Choofo, Tientsin, Daluy, Weihaiwei, Tsingtau and Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Labad, Dava, Singapore, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 14th November, 1912.

## THE ROYAL MAIL STEAM PACKET COMPANY.

## "SHIRE" LINE SERVICE.

## PROJECTED SAILINGS FROM HONGKONG.

FOR LONDON & ANTWERP "FLINTSHIRE" On 26th Nov.

FOR SHANGHAI, KOBE & YOKOHAMA "MONMOUTHSHIRE" On 30th Nov.

FOR SHANGHAI, KOBE & YOKOHAMA "PEMBROKESHIRE" On 10th Dec.

FOR LONDON & ANTWERP "DENBIGHSHIRE" On 26th Dec.

FOR LONDON & ANTWERP "MONMOUTHSHIRE" On 24th Jan.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans.

Attention is particularly directed to the moderate fare charged.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 2nd November, 1912.

## BRITISH INDIA S. N. CO., LD.

## NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "LAWADA," 3,269 tons, Captain C. H. Lane, will be despatched for KOBE Direct on 16th Nov., at Noon, to be followed on 21st Nov., by S.S. "WARDHA," Capt. —, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215, Hongkong, 13th November, 1912.

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## VESSELS ON THE BERTH

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

## PROPOSED SAILINGS FROM HONGKONG.

FOR BALTIMORE AND NEW YORK, S.S. "SAINT PATRICK" ... On 16th Nov.

FOR NEW YORK, S.S. "ERROLL" ... On or about 14th Dec.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 11th November, 1912. [1091-1236]

## COMPAGNIE DES MESSAGERIES MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship]

"ERNEST SIMONS" Captain Girard, will be despatched for the above Ports on MONDAY, the 18th inst., at 5 p.m.

For Freight or Passage, apply to F. THOMAS, Agent.

Hongkong, 7th November, 1912. [2]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, GULF, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE," Captain G. W. Cookman, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 23rd November, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MORAVIA," 10,000 tons, from Colombo, passage accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "EGYPT" due in London on the 4th January, 1913.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to H. W. D. SHALLARD, Acting Superintendent.

Hongkong, 11th November, 1912. [1]

## THE AMERICAN AND MANCHURIAN LINE.

(BUCKNALL STEAMSHIP LINES, LTD.)

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"CITY OF BARODA," Captain Houghton, will be despatched from this Port on or about MONDAY, the 25th November.

FOR NEW YORK VIA SUEZ CANAL, S.S. "SANDON HALL,"

Captain O. Rowlands, will be despatched from this Port on or about THURSDAY, 5th Dec.

For Freight and further particulars, apply to THE BANK LINE, LTD., General Agents.

Hongkong, 5th November, 1912. [1231-1292]

## CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kowlin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. HENRIE.

The description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE ... .. \$3.50

To be obtained from Messrs. KELLY & WALSH, Ltd., Messrs. BARNES & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

VISITORS TO CANTON Should Purchase

"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

Price ... .. \$1.75

On Sale at—

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY & WALSH

Messrs. BARNES & Co.

Canton: Messrs. A. S. WATSON & Co.

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

## VIA VANCOUVER AND

## THE CANADIAN PACIFIC RAILWAY

## PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B. SUBJECT TO ALTERATION.

## FOR VANCOUVER. FOR LIVERPOOL.

From Hongkong. "EMPEROR OF JAPAN" Sat., 16th Nov. "EMPEROR OF BRITAIN" Fri., 13th Dec.

"MONTAGLE" Sat., 14th Dec. "EMPEROR OF BRITAIN" Fri., 10th Jan.

"EMPEROR OF INDIA" Sat., 11th Jan. "EMPEROR OF IRELAND" Fri., 7th Feb.

"EMPEROR OF JAPAN" Sat., 8th Feb. "EMPEROR OF IRELAND" Fri., 7th Mar.

Steamships leave HONGKONG at 7 A.M.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, Train and at ST. JOHN, N.B., with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10

Intermediate Steamship] "243" "245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.

Corner Pedder Street and Praya opposite Blake Pier.



## PENINSULAR &amp; ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SINGAPORE, PE-NANG, COLOMBO, PORT SAID AND YOKOHAMA	SICILIA Capt. G. H. Watkins, R.N.R.	About 16th Nov.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey, R.N.R.	About 21st Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE Capt. G. W. Cockman, R.N.R.	Noon, 23rd Nov.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	NORE Capt. D. Asbury	About 27th Nov.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,

Acting Superintendent.

Hongkong, 14th November, 1912.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	"SINGAN"	On 14th Nov. 10 A.M.
SHANGHAI	"CHENAN"	On 14th Nov. 4 P.M.
TSINGTAU, WEIHAIWEI & TIENTSIN	"HUKOW"	On 16th Nov. 4 P.M.
SHANGHAI	"LINAN"	On 16th Nov. 11 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 19th Nov. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINAN" and S.S. "SANLU"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHU," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.  
BUTTERFIELD & SWIRE, AGENTS.

For Freight or Passage apply to—

Hongkong, 14th November, 1912. TELEPHONE 35.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYONG"	Capt. W. C. Passmore	FRIDAY, 15th Nov., at 11 A.M.
"HAIYAN"	Capt. J. S. Roach	TUESDAY, 19th Nov., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 22nd Nov., at 11 A.M.

For SWATOW AND RETURN.  
(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 17th Nov., at 11 A.M.
		WEDNESDAY, 20th Nov., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 14th October 1912.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LTD.MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	15th Nov.	On 7th Dec., Noon.
ST. ALBANS	13th Dec.	On 4th Jan., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans, &amp; duly qualified Doctor and Stewardesses are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. ALESIA	18th Nov.
S.S. SAMBIA	18th Dec.
S.S. ARMENTA	17th Dec.
S.S. ST. MARK	27th Dec.
S.S. ST. MARIA	14th Jan.
S.S. O. J. D. AHELES	26th Jan.
S.S. SUBVIA	10th Feb.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 12th November, 1912.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers:

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 26th Nov., Noon.
CHIYO MARU	W. W. Greene	SATURDAY, 21st Dec., at Noon.
NIPPON MARU	A. G. Stevens	SATURDAY, 11th Jan., at Noon.
TENYO MARU	E. Bent	FRIDAY, 17th Jan., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 26th November, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEBUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

COMPAGNIE MARITIME  
INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS  
TELEGRAPHY.

TONKIN

FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1st and 2nd CLASSES) will leave Hongkong for  
KWANG CHOW WANG and HAIPHONG,  
on WEDNESDAY, the 20th Nov., 1912, at 9 A.M.For Passage and Freight apply to  
P. THOMAS, N.M. Co.'s AGENT.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG:

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For VICTORIA, B.C. and TACOMA via JAPAN PORTS.

Steamers	Captains	Leaves
"CHICAGO MARU"	T. Goto	TUESDAY, 26th Nov., at 2 P.M.
"CANADA MARU"	K. Hori	TUESDAY, 10th Dec., at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 26th Dec., at 2 P.M.
"PANAMA MARU"	J. Kano	SATURDAY, 4th Jan., at 2 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 23rd Jan., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	

\* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA  
† Calling at SHANGHAI, MOJI, " " " "  
‡ Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasury and Parole. Special attention given toward Express connection.

SOUTH CHINA COAST AND  
FORMOSA SERVICE.

For FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaves
"KAISO MARU"	Y. Yamamoto	WEDNESDAY, 20th Nov., at Noon.

For TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaves
"DAIGI MARU"	Y. Somekawa	SUNDAY, 17th Nov., at 10 A.M.
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 24th Nov., at 10 A.M.

For ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaves
"BOSHU MARU"	K. Tashira	

For CANTON.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soan Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

S. HIROI,

MANAGER,

Second Floor, No. 1, Queen's Building.

## PENINSULAR &amp; ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS  
HOMEWARD PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due		
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH		
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)		
Steamer	T	Noon, SATURDAY	Steamer	T	SATURDAY	FRIDAY
INDIA .....	8000	January 13	MOOLTAN .....	10000	Feb. 15	Feb. 21
ASSAYE .....	7500	February 1	MALOJA .....	12500	Mar. 1	Mar. 7
HIMALAYA .....	7000	February 15	MOREA .....	11000	Mar. 15	Mar. 21
DEVANHA .....	8000	March 1	MARMORA .....	10500	Mar. 29	April 5
DELTA .....	8000	March 15	MEDINA .....	12500	April 12	April 18
INOIA .....	8000	March 29	Through Steamer		April 26	May 2
ASSAYE .....	7500	April 12	MONGOLIA .....	10000	May 10	May 16
DEVANHA .....	8000	April 26	MACEDONIA .....	10500	May 24	May 30
CHINA .....	8000	May 10	MALWA .....	11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd SALOON £48.50 SINGLE, £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

1st SALOON £55.00 SINGLE, £82.10 RETURN.

2nd SALOON £38.10 SINGLE, £57.40 RETURN.

For further Particulars, apply to—

H. W. D. SHALLARD,

Acting Superintendent.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	IYO MARU Capt. Hirase	12,500	WEDNESDAY, 20th Nov., at Daylight.
	HIRANO MARU Capt. H. Fraser	16,000	WEDNESDAY, 4th Dec., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU Capt. Tominaga	12,500	TUESDAY, 19th Nov., at Noon.
	SHIDZUOKA MARU Capt. Iizawa	12,500	TUESDAY, 3rd Dec., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	9,600	FRIDAY, 22nd Nov., at Noon.
	KUMANO MARU Capt. M. Winkler	9,300	FRIDAY, 20th Dec., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	TOSA MARU Capt. Saio	12,000	SATURDAY, 16th Nov.
BOMBAY via SINGAPORE and COLOMBO	SANUKI MARU Capt. J. Teranaka	12,500	SATURDAY, 30th Nov.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	16,000	THURSDAY, 21st Nov., at 11 A.M.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nielsen	12,500	WEDNESDAY, 20th Nov.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	9,300	WEDNESDAY, 20th Nov., at Noon.
SHANGHAI and KOBE	COLOMBO MARU Capt. Kameshita	5,000	MONDAY, 25th Nov.

\* Fitted with New System of Wireless Telegraphy.

† Cargo only

## 1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMER	TONS DISPLACEMENT	LEAVING HONGKONG.
NISHIMA MARU	16,000	29th January
KAGA	12,500	12th February
ATSUTA	16,000	26th February
HITACHI	13,000	12th March
MIYAKAWA	16,000	26th March
KITANO	12,500	9th April
IYO	16,000	23rd April
HIRANO	16,000	7th May
TANGO	13,500	21st May

FOR AMERICA.

STEAMER	TONS DISPLACEMENT	LEAVING HONGKONG.
INABA MARU	12,500	11th February
SHIDZUOKA	12,500	25th February
TAMBA	12,500	11th March
SAWA	12,500	25th March
YOKOHAMA	12,500	8th April
INABA	12,500	22nd April
SHIDZUOKA	12,500	6th May

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1291.

112-13-686